

LOCAL NOTICE TO MARINERS

U.S. Department
of Transportation

United States
Coast Guard



MONTHLY EDITION

ISSUED BY: COMMANDER, ELEVENTH COAST GUARD DISTRICT (POW)

Coast Guard Island, Building 50-6, Alameda, California 94501-5100

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BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterways management promulgated by BNM 0823/97 to BNM 0834/97 have been incorporated in this notice if still significant.

LIGHT LIST REFERENCE: COMDTPUB P16502.6 LIGHT LIST, VOLUME VI 1996 Edition

USE OF THE LOCAL NOTICE TO MARINERS

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Eleventh Coast Guard District. This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

I. SPECIAL NOTICES

LORAN-C STATUS AS OF 28 OCTOBER 1997

Loran-C Stations for 8290/9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707) 765-7590.

LNM 44/97 dated 28 October 1997.

LORAN-C STUDY COMMENTS

The Department of Transportation is undertaking a congressionally

mandated review of the decision to decommission the Loran-C navigation system in the year 2000, as called for in the 1996 Federal Radionavigation Plan.. To assist them in that effort, the DOT has retained the firm Booz*Allen & Hamilton, Inc., to assess the technical merits of extending Loran beyond the year 2000, and to conduct a cost/benefit analysis of such an action. Early in the review effort, Booz*Allen will host a Users Conference, during which representatives of various users of Loran-C will present information related to the system and its present and future use. That conference has been scheduled for September 8-9, 1997, at Booz Allen's headquarters in McLean, VA. It is recognized however, that the conference, because of schedule and location, may not provide every part of the user community with the opportunity to have input. Therefore, the Government is also soliciting written input from individuals and organizations prior to, during and following the conference. These inputs may be mailed to:

DOT Loran-C Study Comments
c/o Joseph R. Davis
Booz*Allen & Hamilton, Inc.
8251 Greensboro Drive
McLean, VA 22102

Special Notices (cont'd)

Telephone comments cannot be accepted. E-mail comments may be directed to a dedicated account called loranc@bah.com. FAX comments may be sent to (703) 917-3023. Both accounts are available 24 hours a day. Comments are being solicited on any technical, operational or economic issue(s) associated with the proposed action. Comments should be factual, and if possible provide verifiable reference to the source of any data cited. Commentors may call (703) 902-9671 during normal business hours (8:00AM-5:00PM EST) if they wish to confirm receipt. All comments should identify the originator and provide some means (mail, telephone or E-mail) to allow return contact with the originator. Commentors should identify the specific Loran-C user community/communities (maritime, aviation, weather, timing and synchronization, etc.) they represent, and the specific use made (type of aircraft, vessel or other platform, where used, what other navigation systems are used, and typical navigation activity). In addition, comments should address reliability and other system performance issues.

Inputs will be accepted until approximately 15 December 1997; however, early submission will ensure time for the contractor and the Government to address key issues in the cost/benefit analysis and other technical reports.

TAKE THE SEARCH OUT OF SEARCH AND RESCUE
BUY AN EPIRB

28 October 1997

LNM 44/97

Special Notices (cont'd)

BRIDGE-TO-BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the intership navigation Channel 13 (Channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the Channel 13/67 watch by a distress call on Channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling Channel 70, should either not be used or have that disruption feature disabled.
LNM 44/97 dated 28 October 1997

dGPS USER SAFETY ADVISORY

The Coast Guard Navigation Information Service (NIS) recently received reports of dGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. In accordance with international and industry standards [RTCM SC104], the USCG dGPS broadcast sets a satellite correction to the defined "do-not-use" value of 10485.76 meters if broadcast integrity checks indicate there is a problem with that satellite's correction. Reports indicate some user equipment does not properly recognize this "do-not-use" correction flag and instead erroneously processes it as a correction. This can result in position errors as large as 15,000 meters while the receiver is in dGPS mode. Users should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.
LNM 19/97 dated 06 May 1997.

D-GPS STATUS AS OF 28 OCTOBER 1997

All dGPS sites are on air. For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707)765-7612/7613.
LNM 44/97 dated 28 October 1997.

SHIP ROUTING STUDY

A two year ship movement study is currently in progress for the Naval Air Warfare Center, Point Mugu Sea Test Range. This study is being conducted to determine the amount and type of shipping traffic transiting the Sea Test Range (STR). Information obtained from participating vessels will be utilized to determine the frequency of transit and most frequently utilized transit routes. Results of the study may be used to enhance the safety of all vessels transiting through or maneuvering within the STR and to formulate the most advantageous transit routes that least impact missile firing operations. Vessel cooperation and assistance is requested in this effort by asking that the following information be provided prior to entering the STR:

- A. Vessel name, flag and radio call sign,
- B. Vessel type and gross tonnage,
- C. Vessel engine type and type of fuel used,
- D. Last port of call/Next port of call,
- E. ETA at Sea Test Range and ETD from Sea Test Range,
- F. Route through the STR (N, S, E or W)

Vessels are requested to contact PLEAD Control on 5081.5 Hz (5080Hz) or 3238.5 Hz (3237Hz). Commercial/cellular phone (805) 989-8841. Prior to arrival on the STR or when leaving port, the above information may also be faxed to Mr. S. Robinson at (805) 488-3582.
LNM 19/97 dated 06 May 1997.

DISCREPANCY REPORTS OF THE MARINE d-GPS

The U.S. Coast Guard is in the Initial Operational Capability (IOC) phase of the marine dGPS service. During IOC, the dGPS service is available for positioning and navigation. However, users are always cautioned to use all available navigation tools to ensure proper evaluation of position solutions. During this IOC phase, system validation tests are being conducted, procurement and installation of the next generation of transmitters is being pursued, the control station software is being upgraded, and other problems identified during the pre-operational and IOC phases are being resolved. To facilitate the evaluation and development of the final dGPS service, reports of dGPS discrepancies are highly beneficial. To ensure timely and complete information, user discrepancy reports are required in the following format:

- A. Date of Report
- B. Reporting Source
- C. Reporting Source Phone Number (Day/Night)
- D. Reporting Source Position/General Geographic Location
- E. Date/Time of Event
- F. Duration of the Occurrence
- G. Reporting Source Activity
- H. Environmental Conditions (Weather)
- I. Bearing and Range to Electrical Storm
- J. dGPS Broadcast Site Used

- K. Type of DGPS Receiver Used
- L. Problem DGPS Receiver Indicated
- M. Other Receiver Indications
- N. DGPS Beacon Signal Strength Observed
- O. DGPS Beacon Signal to Noise Ratio Observed
- P. Does Receiver Operate Correctly With Other DGPS Sites
- Q. Does Receiver Function Properly in GPS Mode of Operation
- R. Comments

This information can be sent in the following ways:

- (1) via mail to: Commanding Officer/NIS, 7323 Telegraph Rd.,
- (2) via message to: COGARD NAVCEN ALEXANDRIA VA//NIS//
- (3) via FAX to: (703) 313-5920
- (4) via E-mail: nisws@smtp.navcen.uscg.mil
- (5) or, by calling the NIS watchstander at: (703) 313-5900

For the current status of dGPS broadcast sites or if you require additional information contact the NIS watchstander at the above number.
LNM 19/97 dated 06 May 1997.

SOUTHERN CALIFORNIA - SAN DIEGO BAY - MOVING SAFETY

ZONE - The Captain of the Port of San Diego has established a moving safety zone of 75 yards around all sides of the dredge *FLORIDA*. The dredge *FLORIDA* will be working in the San Diego Bay channel. The safety zone will be in effect **through 15 November 1997**. The Dredge *STUYVESANT* will be dredging in the San Diego Bay Channel **through May 1998**. The dredge operator will be monitoring channel 10 VHF-FM. For further information contact LT Mark Cunningham at (619) 683-6477. Chart 18773 LNM 36/97 dated 02 September 1997

LOS ANGELES PIER 400 PROJECT (STAGE 2) UPDATE

The Army Corps of Engineers (ACOE) is coordinating Stage 2 for the Port of Los Angeles Pier 400 Federal Project. The ACOE has contracted the Pier 400 Constructors, a joint venture between Connolly-Pacific and Great Lakes Dredge & Dock Company, for this 29 month project. Connolly-Pacific will be performing the containment dikes' construction and all associated rock work. Great Lakes Dredge & Dock Company and its subcontractor, Manson Construction, will be performing all of the dredging and fill work. **Numerous dredging and construction operations are in effect as a result of this project.** Mariners transiting Los Angeles Harbor or offshore of Los Angeles Harbor Entrance should be aware that numerous dredging and fill operations are in effect both inside and outside the safety zones. Up to date information regarding current positions and operations of construction and dredging vessels can be obtained by contacting the Vessel Traffic Information Service (VTIS) for Los Angeles and Long Beach Harbors. VTIS LA/LB can be contacted on Channel 14 VHF-FM. Please see Enclosure (1) to this LNM for additional information
LNM 29/97 dated 15 July 1997.

SAN FRANCISCO BAY - PHYSICAL OCEANOGRAPHIC REAL TIME

SYSTEM (PORTS) - A Physical Oceanographic Real Time System has been installed in San Francisco Bay, CA. This system provides real-time Tide, Current and meteorological data. The PORTS system should be used for Current Predictions instead of published values whenever possible. Published Current Predictions will be updated as soon as enough data has been collected to compute accurate constituents upon which to base improved predictions.
LNM 40/97 dated 30 September 1997

U. S. COAST PILOT - For changes 1 and 2 to Coast Pilot 7 31st Edition, write to: Commander (Pow), Eleventh Coast Guard District, Building 50-6, Coast Guard Island, Alameda, CA 94501-5100

SOUTHERN CALIFORNIA - SAN PEDRO BAY, LOS ANGELES

HARBOR - The Captain of the Port of Los Angeles-Long Beach, under the authority of 33 USC 1225 and 1231, has established a temporary safety zone in the navigable waters of the United States within the **entire** Port of Los Angeles inside the federal breakwater. This safety zone was established due to the potential increased navigational risk during a period when pilot service is limited or unavailable. Movements of vessels, 300 Gross Tons or greater, into or within this safety zone are prohibited unless specifically authorized by the Captain of the Port.

This safety zone will remain in effect until that point in time when the Captain of the Port deems that the increase in risk to navigational safety is resolved. Contact CDR Chet Hartley at (562) 980-4448 with questions.

PENALTIES

Violators of this safety zone may be prosecuted under the authority of 33 USC 1232, which provides for a civil penalty of up to \$25,000 and a criminal penalty of imprisonment for up to five years with fines of up to \$50,000.

II. DISCREPANCIES / DISCREPANCIES CORRECTED

DISCREPANCIES: (bold type and * denote new information since last LNM)

<u>LLNR</u>	<u>NAME OF AID</u>	<u>STATUS</u>	<u>CHARTS AFFECTED</u>	<u>BNM REF.</u>	<u>LN REF.</u>
5.00	POINT LOMA LIGHT	BURNING DIM/OBSCURED	18740	0043-95	46/95
191.00	SCRIPPS INSTITUTE RESEARCH LB	EXTINGUISHED	18720	0683-97	35/97
210.00	POINT ARGUELLO LIGHT	BURNING DIM	18720	0795-97	42/97
500.00	NOAA ENVIRONMENTAL LB EB 46022	RPTD EXTINGUISHED	18620	0756-97	40/97
525.00	TRINIDAD HEAD LIGHT	FOG SIGNAL REDUCED INTENSITY	18600	0656-97	34/97
2056.00	SWEETWATER CHANNEL LIGHT 6	RPTD EXTINGUISHED	18773	0753-97	40/97
2829.75	HUNTINGTON HBR INTAKE STRUCTURE LT	RPTD EXTINGUISHED	18749	0771-97	41/97
3110.00	LOS ANGELES LIGHT	FOG SIGNAL INOPERATIVE	18751	0812-97	43/97
3335.00	REDONDO BEACH EAST JETTY LIGHT 2	FOG SIGNAL INOP	18744	0628-97	32/97
4085.00	SANTA CRUZ WEST BREAKWATER LIGHT	FOG SIGNAL INOP	18685	0768-97	41/97
5790.00	MOLATE POINT WHARF SOUTH END LT	EXTINGUISHED/FOG SIGNAL INOP	18649	0007-97	02/97
5845.00	SAN RAFAEL CREEK LIGHT 3	DAMAGED	18649	0782-97	41/97
5925.00	SAN PABLO BAY LIGHT 12	DAMAGED	18654	0469-97	24/97

DISCREPANCIES CORRECTED:

2500.00	BALBOA ISLAND NORTH CHAN LIGHT 2	WATCHING PROPERLY	18754	0731-97	38/97*
8490.00	LAKE TAHOE BUOY 28	REPLACED/ WATCHING PROPERLY	18665	0742-97	39/97*

III. TEMPORARY CHANGES/TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

TEMPORARY CHANGES: (bold type and * denote new information since last LNM)

<u>LLNR</u>	<u>NAME OF AID</u>	<u>STATUS</u>	<u>CHARTS AFFECTED</u>	<u>BNM REF.</u>	<u>LN REF.</u>
181.00	NOAA ENVIRONMENTAL LB 46025	TEMPORARILY DISCONTINUED	18720	N/A	29/97
275.00	NOAA ENVIRONMENTAL LB 46028	TEMPORARILY DISCONTINUED	18700	N/A	30/97
562.00	NOAA ENVIRONMENTAL LB EB 46027	TEMPORARILY DISCONTINUED	18600	0780-97	41/97
2470.00	NEWPORT BAY CHANNEL LIGHT 11	TRLB	18754	0597-95	24/95
3144.00	TERMINAL ISLAND CHANNEL LB 8	TEMPORARILY RELOCATED	18751	0751-97	40/97
3221.00	RESERVATION POINT NORTH BUOY	TEMPORARILY DISCONTINUED	18751	N/A	29/96
3222.00	RESERVATION POINT MIDDLE BUOY	TEMPORARILY DISCONTINUED	18751	N/A	29/96
3223.00	RESERVATION POINT SOUTH BUOY	TEMPORARILY DISCONTINUED	18751	N/A	29/96
3420.00	EL SEGUNDO LIGHTED GONG BUOY 10ES	TEMPORARILY DISCONTINUED	18744	0481-97	25/97
5175.00	SAN FRANCISCO BAY SOUTH CHAN LT 12	TRLB	18649	0498-97	26/96
7420.00	SACRAMENTO RIVER DWSC LT 51	TEMPORARILY DISCONTINUED	18661	0820-97	43/97
8035.00	TOMALES BAY BUOY 3	TRUB	18643	0247-97	14/97

TEMPORARY CHANGES CORRECTED:

None

IV. CHART CORRECTIONS

EXPLANATION OF FORMAT - Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to that chart only. Related charts, if any, have their own corrections which in turn pertain to a single chart only. The following example explains the individual elements of a typical correction:

<u>Chart number</u>	<u>Chart edition</u>	<u>Edition date</u>	<u>Last Local Notice to Mariners</u>	<u>Reference datum</u>	<u>Source of correction</u>	<u>Current Notice to Mariners</u>
18649	53rd ed.	5/6/89	Last LNM 35/89	NAD 83	(CGD11)	37/89
(Temp)	CA - San Francisco Bay - General location	Add	Embonee Channel Light 1 FI R 2.5s 7M			
						37°48'00"N, 122°15'00"W
	<u>Corrective action</u>	<u>Object of corrective action</u>				<u>Position</u>

(Temp) located below the chart number indicates that the corrective action is temporary. Courses and bearings are given in degrees clockwise from 000° True. Bearings of light sectors are toward the light from seaward. The nominal range of a light is expressed in nautical miles, (e.g. 7M).

V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

SOUTHERN CALIFORNIA - AID CHANGE - The Coast Guard will change the light characteristics and nominal ranges of the following aids:

Aid:	Characteristic:	New Nominal Range:
Santa Catalina Island East End Light (LLNR 2605)	Fl W 6s	10M
Long Point Light (LLNR 2625)	Fl W 4s	10M

Any questions or comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg David Husted, or call (510) 437-2969.

Charts: 18720, 18728, 18740, 18746, 18755, 18757, 18762, 18763, 18764, 18774 LNM 10/95 dated 07 March 1995.

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - Upon completion of the various phases of the Pier 400 project the following Aids to Navigation will be established, removed or changed:

Establish- Three lights on the pier face of Pier 400 designated "T", "S", & "E" in the fall of 1997. "T" will be an Oc W 4s to better mark the center of Los Angeles Approach Channel, prior to establishment of the Range in the fall of 1999.

Establish- Three Lighted Buoys in the South Turning Basin - positions and characteristics to be provided one month prior to establishment in the fall of 1999.

Los Angeles Approach Channel Range - positions and characteristics to be provided six months prior to establishment in the fall of 1999.

Los Angeles Outer Harbor Light A (3185) on the Permanent Shallow Water Habitat extension, to better mark the extension in approximate position 33-42-38.4N, 118-15-24.6W in the fall of 1997.

Los Angeles Outer Harbor Light B (3186) on the Permanent Shallow Water Habitat extension, to better mark the extension in approximate position 32-42-46.5N, 118-15-48.1W in the fall of 1997.

Discontinue - Los Angeles Outer Harbor light A (LLNR 3185) on the Permanent Shallow Water Habitat in the fall of 1997.

Change - Los Angeles Outer Harbor Light B (LLNR 3186) on the Permanent Shallow Water Habitat to Los Angeles Outer Harbor Light C (LLNR 3187) in the Fall of 1997.

Los Angeles Outer Harbor Light C (LLNR 3187) on the Permanent Shallow Water Habitat to Los Angeles Outer Harbor Light D (LLNR 3188) in the fall of 1997.

NORTHERN CALIFORNIA - MILE ROCKS - AID CHANGE - The U.S. Coast Guard will increase the nominal range of Mile Rocks Light (LLNR 365) from 15 NM to 16 NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18680 LNM 50/96 dated 10 December 1996.

NORTHERN CALIFORNIA - CRESCENT CITY - AID CHANGE - The U.S. Coast Guard will increase the nominal range of Crescent City Entrance Light (LLNR 550/8370) from 11 NM to 12 NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18603 LNM 50/96 dated 10 December 1996.

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

SOUTHERN CALIFORNIA - NEWPORT BAY - AID DISCONTINUANCE - The U. S. Coast Guard proposes to discontinue Balboa Island North Island Light 2 (LLNR 2500). Comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501, Attn: LCDR Anne Burkhardt, or call (510) 437-2978.

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - AID DISCONTINUANCE - The U. S. Coast Guard proposes to discontinue Los Angeles Main Channel Lighted Buoy 15 (LLNR 3151). The shoal marked by this buoy is being dredged and the buoy will no longer be required. Comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18751 LNM 13/97 dated 18 March 1997

NORTHERN CALIFORNIA - HUMBOLDT BAY - AID CHANGE - The U.S. Coast Guard proposes to replace the following buoys in Hookton Channel with lighted piles: Hookton Channel Lighted Buoy 1 (LLNR 8280), Lighted Buoy 5 (LLNR 8305), Lighted Buoy 6 (LLNR 8310), Lighted Buoy 12 (LLNR 8340) and Lighted Buoy 13 (LLNR 8345). Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Charts: 18620, 18622 LNM 11/95 dated 14 March 1995

General Information (cont'd)

VII. GENERAL INFORMATION

SOUTHERN CALIFORNIA - SAN DIEGO - DREDGING OPERATIONS

- The Dutra Dredging Company will be dredging at the U.S. Naval Air Station, North Island through 31 May 1998. The dredge PAULA-LEE and work boats TROJAN, STEFFI J and the tug boat AMERICAN QUEST will be on scene and monitoring channels 13, 16 and 82 VHF-FM.

Chart: 18773 LNM 41/97 dated 07 October 1997

SOUTHERN CALIFORNIA - SAN DIEGO - RESEARCH OPERATIONS

- The research vessel FLIP will be moored to the bottom from 0800T 21 October to 2359T 04 November 1997 in approximate position 32-41N/117-22W. The Navy tug USNS SIOUX will assist the vessel FLIP and both vessels will monitor channel 16 VHF-FM.
Chart: 18765 LNM 42/97 dated 14 October 1997

General Information (cont'd)

SOUTHERN CALIFORNIA - SAN DIEGO BAY - BALLAST POINT - DREDGING - The *R.E. STAITE* is dredging on the west side of San Diego Bay Channel in the vicinity of Ballast Point **through 01 November 1997**. The dredge operator can be contacted on channel 10 VHF-FM. Charts: 18772, 18773 LNM 30/97 dated 22 July 1997

SOUTHERN CALIFORNIA - SAN DIEGO BAY - DIVING OPERATIONS - The U.S. Navy conducts diving operations Tuesday through Thursday weekly in the vicinity of North Island in San Diego Bay. Operations involve inert minefields and other submerged objects and are limited to within 500 yards of the following positions: Area VSW1-32°40.9'N, 117°12.4'W, and VSW2- 32°35.9'N, 117°08.4'W. Operations are conducted during daylight hours, and at night on Wednesdays. Chart: 18773 LNM 10/97 dated 03 March 1997

SOUTHERN CALIFORNIA - SAN DIEGO - OCEANOGRAPHIC BUOY - The U.S. Navy has deployed a one meter, yellow spherical lighted buoy, FL (5) 20 seconds, in position 33-14.28N 119-50.75W. The buoy will be recovered **in November 1997**. Chart: 18720 LNM 34/97 dated 19 August 1997

SOUTHERN CALIFORNIA - SAN DIEGO BAY- UNDER WATER OPERATIONS - The Navy will be conducting day and night underwater minefield operations and diving operations in an area bound by the following coordinates:
32-41.219N/117-12.210W
32-40-229N/117-12.499W
32-40.229N/117-12.207W
32-41.219N/117-12.502W
Mariners are requested to remain clear of this area until further notice. Chart: 18773 LNM 38/97 dated 16 September 1997

SOUTHERN CALIFORNIA - SAN DIEGO BAY - BUOY RELOCATION - The following buoys have been relocated outside the channel approximately 55 yards from their charted positions to allow for dredging. They will remain in their temporary locations **until approximately May 1998**.

San Diego Bay Ch LB 5	1495	32-39-08N/117-13-41W
San Diego Bay Ch LB 6	1510	32-39-10N/117-13-27W
San Diego Bay Ch LB 7	1515	32-39-54N/117-13-47W
San Diego Bay Ch LB 8	1545	32-39-56N/117-13-35W
San Diego Bay Ch LB 9	1550	32-40-25N/117-13-51W
San Diego Bay Ch LB 10	1555	32-40-26N/117-13-37W
San Diego Bay Ch LB 11	1560	32-40-55N/117-13-56W
San Diego Bay Ch LB 12	1565	32-40-57N/117-13-43W
San Diego Bay Ch LB 14	1585	32-41-44N/117-13-50W
San Diego Bay Ch LB 15	1590	32-41-45N/117-14-02W
San Diego Bay Ch LB 16	1620	32-42-06N/117-13-43W
San Diego Bay Ch LB 16A	1625	32-42-22N/117-13-33W
San Diego Bay Ch LB 17	1630	32-42-20N/117-13-49W
San Diego Bay Ch LB 18	1645	32-42-46N/117-13-01W
San Diego Bay Ch LB 19	1650	32-42-56N/117-13-08W
San Diego Bay Ch LB 21	1715	32-43-10N/117-11-37W
San Diego Bay Ch LB 22	1830	32-42-30N/117-10-43W

Charts: 18772, 18773 LNM 38/97 dated 16 September 1997

SOUTHERN CALIFORNIA - OCEANSIDE HARBOR - SHOALING - Due to severe shoaling at the entrance to Oceanside Harbor, two red unlighted buoys, 4A and 6A, have been temporarily established at the entrance to mark safe water. The red buoys are set in approximately 12 feet of water at MLLW. A green unlighted buoy, 5A, has been temporarily established between buoys 5 and 7. Due to continuously changing shoaling conditions, mariners should exercise caution when transiting this area. Chart: 18774 LNM 09/97 dated 25 February 1997

SOUTHERN CALIFORNIA - OCEANSIDE HARBOR - SAND BYPASS REMOVAL - American Pacific Marine will be removing the south jetty bypass system located approximately 100' west of the South Jetty at the harbor entrance, **from 07 November to 18 December 1997**. The tug boat *HANK BRUSCO* will be on scene and monitoring channel 16 VHF-FM. Partial blockage of the harbor entrance will occur during this work. Mariners are advised to use extreme caution when transiting this area. Chart: 18774 LNM 44/97 dated 28 October 1997

General Information (cont'd)

SOUTHERN CALIFORNIA - LONG BEACH - ALAMITOS BAY ENTRANCE CHANNEL - DREDGING - The City of Long Beach will be conducting dredging operations in the entrance to the Alamitos Bay Entrance Channel in position 33-44.7N 118-07.1W **through 15 March 1998**. The *LONG BEACH DREDGE* and the tender *GRUNT* will monitor channels 13 and 16 VHF-FM. Chart: 18751 LNM 34/97 dated 19 August 1997

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - SHALLOW WATER HABITAT - A recent survey of the Los Angeles Permanent Shallow Water Habitat indicates many areas are less than 15 feet. The shallowest spot was recorded at 6.6 feet. Mariners are advised to use caution in this area. Chart: 18751 LNM 35/97 dated 26 August 1997

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - PIER 400 - Pier 400 is a restricted area while under construction and the soil within the rock dike is still extremely unstable. Trespassing is very dangerous and strictly prohibited. Chart: 18751 LNM 35/97 dated 26 August 1997

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - PIER 400 - The Great Lakes Dredge and Dock Co. will be dredging on **through 31 December 1997**. The dredges *FLORIDA* and *DERRICK 62* will be working on channel 8 and monitoring channels 13 and 16 and will display visual passing signals. Ship traffic will need to pass on the eastern side of the channel due to a pontoon pipeline which will prevent passage to the west of the *FLORIDA*. Chart: 18751 LNM 44/97 dated 28 October 1997

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR - BARGE POSITIONS - As part of the Pier 400 project, numerous barges have been anchored within the safety zone in Los Angeles outer harbor in the following positions:
A: 33-44-06.24N/118-14-35.98W
B: 33-43-57.39N/118-14-31.33W
C: 33-43-10.98N/118-14-34.73W
D: 33-43-17.00N/118-14-26.94W
E: 33-43-24.14N/118-14-23.85W
F: 33-43-27.83N/118-14-15.86W
Chart: 18751 LNM 43/97 dated 21 October 1997

SOUTHERN CALIFORNIA - VENICE BEACH - TRESTLE CONSTRUCTION - Fletcher General will be constructing a trestle parallel to the Venice Pier **through December 1997**. There are currently no plans to use floating equipment during the construction of this trestle. Chart: 18744 LNM 02/97 dated 07 January 1997

SOUTHERN CALIFORNIA - VENTURA HARBOR - DREDGING - Manson Construction and Engineering Company will be dredging the Entrance Channel and Sand Trap Area of Ventura Harbor **through 15 December 1997**. The dredge *MR. MANSON* will be on scene and will monitor channels 16 and 67 VHF-FM. Calls to the dredge for passing instructions are requested. Chart 18725 LNM 44/97 dated 28 October 1997

SOUTHERN CALIFORNIA - POINT CONCEPTION - DIVING OPERATIONS - Texico Exploration & Production Incorporated will conduct subsea well abandonment operations **from 12 November 1997 to June 1998** in position 34-26-00N/120-20-58W. The vessel *GLOMAR ADRIATIC IV* will be on scene and monitoring channel 16 VHF-FM. Chart: 18725 LNM 44/97 dated 28 October 1997

NORTHERN CALIFORNIA - POINT REYES - WAVE RIDER BUOY - Ocean Engineering Research Group has reinstalled a Waverider buoy in position 37-56.74N/123-28.16W. The wave buoy is a 3 foot diameter sphere with an attached telemetry whip antenna and the buoy's light characteristic is FI (5) Y 20s. Chart: 18010 LNM 43/97 dated 21 October 1997

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - PILE DRIVING - Seaworks Incorporated Marine Contractors are conducting pile driving operations at berth 61& 62 Oakland Inner Harbor **through 07 December 1997**. The piles are being driven approximately 1 to 3 feet out from the pier face and will be just below the surface of the water at various times during the day. Mariners are advised to exercise caution when transiting the area. Chart: 18650 LNM 42/97 dated 14 October 1997

General Information (cont'd)

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DIVING OPERATIONS - Vortex Diving Inc. will conduct routine maintenance operations on the entire length of BART'S transbay tube **through 4 June 1998**. The derrick barge *ELINAR* will be on scene and monitor channels 60 and 88 VHF-FM.
Chart: 18650 LNM 40/97 dated 30 September 1997

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DREDGING - The Manson Construction and Engineering Company will be dredging in the Richmond Channel **through 15 November 1998**. The dredges *VIKING* and *NJORD* will be on scene and monitor channels 13, 14, and 66 VHF-FM.
Chart: 18650 LNM 37/97 dated 09 September 1997

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DREDGING OPERATIONS - Western Dock Enterprises will be conducting dredging operations at Ferry Berths 1 and 2, Larkspur Ferry Terminal **through 30 November 1997**. Tugboat *ELCIE "M"* will be on scene and will monitor Channels 13, 14 and 79 VHF-FM.
Chart: 18650 LNM 28/97 dated 08 July 1997

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN RAFAEL CREEK - DREDGING - Western Dock Enterprises will be conducting dredging operations in San Rafael Creek southwest of San Pablo Bay Light 17 (LLNR 5970) **through 15 January 1998**. The dredge will be anchored and marked with yellow lighted buoys. The Tug *ELCIE M* will be on scene and will monitor Channels 13, 14 and 79 VHF-FM. The tug will be transiting to and from the San Pablo Disposal Site 10 with dredge scows. Operations are to take place 12 hours per day from Monday through Saturday.
Chart: 18654 LNM 12/95 dated 21 March 1995.

NORTHERN CALIFORNIA - SAN RAFAEL CREEK - DREDGING - Western Dock Enterprises will be conducting dredging operations at the Marin Yacht Club on San Rafael Creek **through 01 December 1997**. Operations will take place 12 hours per day, Monday through Friday. A Dredge and the Tug *ELCIE M* will be on scene and will monitor Channels 13, 14, and 79 VHF-FM. In addition to equipment in the creek, material barges will be moored southwest of San Pablo Bay Light 17 (LLNR 5970).
Chart: 18654 LNM 21/97 dated 20 May 1997

NORTHERN CALIFORNIA - OAKLAND ESTUARY - DREDGING - The Dutra Group is dredging in the Oakland Estuary adjacent to Naval Air Station Alameda. The Derrick Barge *PAULA LEE* is on station and monitoring channel and 82 VHF-FM.
Chart: 18650 LNM 36/97 dated 02 September 1997

NORTHERN CALIFORNIA - TIBURON - DREDGING OPERATIONS - Western Dock Enterprises will be dredging at the Corinthian Yacht club **from 24 October 1997 through 27 March 1998**. The tug boat *ELCIE M* will be on site and monitor channels 13, 14 and 79 VHF-FM.
Chart: 18650 LNM 42/97 dated 14 October 1997

NORTHERN CALIFORNIA - PETLUMA RIVER - DREDGING - Western Dock Enterprises will be dredging in the Petaluma River **through to 30 November 1997**. The tug *MUDHEN* will be on scene and monitoring channels 13 and 79 VHF-FM.
Chart: 18652 LNM 37/97 dated 09 September 1997

NORTHERN CALIFORNIA - NAPA RIVER - RESEARCH EQUIPMENT - The University of California, Davis is conducting oceanographic experiments in the Napa River **through 20 December 1997**. The University has deployed oceanographic sensors in the following locations:
Station A01 38-03-50N/122-13-40W
Station A02 38-04-40N/122-14-55W
Station A03 38-06-32N/122-16-25W
Station A04 38-11-30N/122-18-00W
Station B01 38-07-41N/122-18-09W
Station B02 38-08-48N/122-20-02W
Station B03 38-09-20N/122-21-01W
Station B04 38-09-32N/122-22-36W
Station B05 38-09-11N/122-24-19W
Station B06 38-11-19N/122-25-00W
Station B07 38-11-30N/122-25-39W
Station B08 38-12-17N/122-22-12W
Station B09 38-08-30N/122-18-24W
Station B10 38-09-19N/122-18-41W
Station B11 38-11-35N/122-19-54W
Station B12 38-10-59N/122-20-09W
All sensors will be marked with white buoys marked "Hazard."
Chart: 18654 LNM 37/97 dated 09 September 1997

General Information (cont'd)

NORTHERN CALIFORNIA - MARTINEZ MARINA - DREDGING OPERATIONS - Camenzind Dredging will be dredging the entrance channel and inner harbor of the Martinez Marina on the south side of the Carquinez Strait **through 10 November 1997**. The dredge *PAUL V.* and tug boat *PACIFIC TIDE* will be on scene and monitoring channels 16 and 11 VHF-FM.
Chart: 18656 LNM 41/97 dated 07 October 1997

NORTHERN CALIFORNIA - BENICIA MARINA - DREDGING - The Salt River Construction Corp. will be dredging in the Benicia Marina **from 01 November 1997 to 30 June 1998**. The crane barge *BARBARA ANN* and the tug boat *IRENE LAURITZEN* will be on scene and monitor channels 13 and 78 VHF-FM. A mooring buoy will be positioned at 38-02-50N/122-10-07W for overnight and weekend mooring of barges.
Chart 18652 LNM 44/97 dated 28 October 1997
General Information (cont'd)

NORTHERN CALIFORNIA - SACRAMENTO RIVER - PIPELINE REPAIR - The Dutra Materials Company will be conducting pipeline repair work for the Chevron Pipeline Company in the Sacramento River between Honker Bay and West Pittsburg **through 10 November 1997**. The *DERRICK BARGE #5* will be on scene and monitor channels 14 and 82 VHF-FM.
Chart 18661 LNM 44/97 dated 28 October 1997

NORTHERN CALIFORNIA - SACRAMENTO RIVER - DIVING OPERATIONS - Shimmick Construction divers will be installing positive barrier fish screens in the Wilkin Slough water District **through October 1998**.
Chart 18664 LNM 41/97 dated 07 October 1997

NORTHERN CALIFORNIA - MONTEZUMA SLOUGH - SALINITY CONTROL STRUCTURE - The Department of Water Resources will operate the Salinity Control Structure located 2.2 miles from the easterly end of Montezuma Slough in Solano County **through 31 May 1998**. During this period, the stop logs will be in place across the maintenance channel and vessels can only pass through the boat lock.
Chart: 18656 LNM 43/97 dated 21 October 1997

NORTHERN CALIFORNIA - CARQUINEZ STRAIT - DREDGING - Salt River Construction will be conducting dredging operations at Glen Cove Marina **through 31 December 1997**. The Tug *IRENE LAURITZEN*, Crane Barge *BARBARA ANN*, and Mud Scow *DOROTHY B* will be on scene and will monitor channels 13 and 78 VHF-FM.
Chart: 18657 LNM 41/96 dated 08 October 1996

NORTHERN CALIFORNIA - HUMBOLDT BAY - DREDGING - The Manson Construction Co. will be dredging the Humboldt Bar Entrance **through 15 November 1997**. The dredge *NEWPORT* will be on scene and monitoring channels 13 and 16 VHF-FM.
Chart 18620 LNM 43/97 dated 21 October 1997

NORTHERN CALIFORNIA - HUMBOLDT BAY - BREAKWATER REPAIR - Wahlund Construction will be repairing the breakwater south of the covered boat house at Coast Guard Station Humboldt Bay **through 24 December 1997**. All work will be done from a crane at the end of the south jetty.
Chart: 18622 LNM 40/97 dated 30 September 1997

NORTHERN CALIFORNIA - OFFSHORE EUREKA/EEL RIVER - RESEARCH INSTRUMENT DEPLOYMENT - The University of Washington has deployed a seabed research array in the waters offshore Eureka, California and the Eel River. The array is located on the Eel River Shelf in approximate position 40°53.3'N, 124°15.2'W in 33 fathoms of water. This array is marked by two unlighted floats consisting of 12 inch spheres and pot markers. Mariners are requested to refrain from conducting trawling or crab fishing operations in this area.
Chart: 18620 LNM 32/96 dated 06 August 1996.

BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS -

Questions regarding bridge operations, regulations or permit applications, please contact: Eleventh Coast Guard District Bridge Section, Coast Guard Island, Building 50-6, Alameda, CA 94501-5100 Phone: (510) 437-3514. **For a free copy of the *California Drawbridge Regulations* pamphlet, please contact the Bridge Section office above.**

SOUTHERN CALIFORNIA - CERRITOS CHANNEL - FORD (BADGER AVENUE) BRIDGE. Construction delays have prevented the Ford (Badger Avenue) Bridge from being placed into operation, however, final testing is almost complete. Some construction activities will continue at the bridge after it is placed into service, and mariners may need to give advance notice for openings. The Coast Guard will issue a Broadcast Notice to Mariners when the bridge is placed into operation and will specify any operational constraints. Questions or comments should be addressed to Commander (Pow), Eleventh Coast Guard District, Attn: Ms. Susan Worden, Bldg. 50-6, Alameda, CA 94501-5100, or by phone at (510) 437-3514.
Chart 18751

SOUTHERN CALIFORNIA - SAN DIEGO BAY - CORONADO BRIDGE. The fender on the northwest side of pier 21 has been damaged.
Chart: 18773

SOUTHERN CALIFORNIA - NEWPORT BAY - NEWPORT CHANNEL. The City of Newport Beach has begun work on the Newport Blvd. (Arches) Bridge widening project, and will finish **30 November 1997**. A 40'X50' spudded barge will be employed during the project, and moored in the channel just west of the bridge.
Chart: 18754

NORTHERN CALIFORNIA-SAN FRANCISCO BAY-SAN MATEO HAYWARD BRIDGE. Seismic retrofit has commenced along the north side of the trestle. Two spudded barges are on scene, lighted and marked, and are attended by the tug *SHASTA QUEEN*. Trestle work will conclude approximately **1 June 1999**.
Charts: 18651, 18652

NORTHERN CALIFORNIA-SACRAMENTO RIVER DELTA-3 MILE SLOUGH. The bridge will be closed to vessel traffic at **0500U, 17 November 1997** until **0500U, 21 November 1997**.
Chart: 18661

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CORTE MADERA CREEK - U.S. 101 BRIDGE. CalTrans has completed a new westernmost trestle. The trestle, immediately upstream of Southbound 101, has been removed from the channel. Minimum horizontal clearance past all trestles is 33 feet. The main navigation opening may be briefly spanned to transport materials, at which time vertical clearance is 2 feet at Mean High Water. The spans can be removed on half-hour advance notice by calling (415) 332-9680 or pager (510) 442-2060.
Charts: 18649, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CARQUINEZ STRAIT - BENICIA MARITINEZ HIGHWAY BRIDGE. CalTrans has commenced maintenance work with scaffolding, **0900U - 1500U, Monday through Friday**, which will continue until **23 December 1997**. Scaffolding and attached hoses will reduce vertical clearance approximately 6 feet, and can be removed from the channel for vessel passage with 20 minutes notification.
Charts: 18652, 18656, 18657

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN FRANCISCO-OAKLAND BAY BRIDGE - SCAFFOLD STATUS. Scaffolding is in use on the west bay bridge between piers D and E, and piers A and B. On the east bay bridge, scaffolding is between piers G and M. Scaffolding reduces vertical clearance by as much as 10 feet, and is lighted when left in the channel overnight
Charts: 18649, 18650, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - NAPA RIVER - STATE ROUTE 37 BRIDGE. Seismic retrofit of the bridge continues. A floating walkway extends approximately 700 ft. from the west shore, and is marked. A spudded barge (call sign GC26) is on scene and lighted, and is not in the main navigation channel at night. A work trestle is under construction extending from the east bank out to the piers at the main channel. Construction is expected to continue through **December 1997**. For further information, call Mr. Jim Durnford at Fletcher General Construction (707) 643-9588.
Charts: 18652 18654 18655

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - OAKLAND INNER HARBOR - PARK STREET BRIDGE. The Alameda Leaf remains closed to vessel traffic until sidewalk plating and painting is completed in **December 1997**, and the inoperable leaf remains flagged. Unlimited horizontal clearance with only the Oakland leaf operable is 93 feet
Charts: 18649, 18650, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - NAPA RIVER - BRAZOS BRIDGE. Fender repair has been delayed, and will not start in late September as published earlier. Dates not yet determined.
Charts: 18652, 18654

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - RICHMOND-SAN RAFAEL BRIDGE. A scaffold will be in use in the east navigation span from **0800T-1630T** on **3-7 November 1997**. The scaffold will reduce vertical clearance under it by 8 feet. After working hours, the scaffold will be moved to the pier. Vessels requiring full clearance may have the scaffold moved upon 30 minutes advance notice to Caltrans at (510) 232-3563.
Charts: 18649, 18652

NORTHERN CALIFORNIA - CHINA BASIN - 3RD STREET AND 4TH STREET BASCULE BRIDGES AND ISLAIS CREEK - 3RD STREET BRIDGE. Traffic congestion has increased across these bridges because of the Central Freeway closure. The Coast Guard is asking vessel operators to voluntarily avoid transits between **0700U-0900U** and **1600U-1800U, Mondays through Fridays**.
Charts: 18649, 18650, 18652

NORTHERN CALIFORNIA-OAKLAND ESTUARY-MILLER SWEENEY (FRUITVALE) HIGHWAY BRIDGE. The bridge redecking project is completed. The bridge is back to normal operation.
Charts: 18649, 18650, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DUMBARTON RAILROAD BRIDGE. All bridge navigation lights have been relighted.
Charts: 18651, 18652

NORTHERN CALIFORNIA - SACRAMENTO RIVER - ELKHORN FERRY I-5 CROSSING. Seismic retrofit will continue until **1 November 1997**. Temporary dolphins and a barge are reducing the horizontal clearance past the bridge to approximately 100 feet. The bridge navigation lights, and the temporary dolphin lights, are operating properly.
Chart: 18662

BRIDGE INFORMATION (cont'd)

NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - MIDDLE RIVER SR4/BORDEN HIGHWAY BRIDGE. CalTrans has commenced seismic retrofit at the bridge, and will end **30 October 1997**. The barge *PAUL BUNYAN*, 40 feet by 120 feet, and tugboat will reduce horizontal clearance to 65 feet. The barge is lighted and marked. A derrick barge is also on scene.
Chart: 18661

NORTHERN CALIFORNIA - SACRAMENTO RIVER DELTA - STEAMBOAT SLOUGH - GRAND ISLAND BASCULE BRIDGE. CalTrans seismic retrofit will continue until **end of November 1997**. Work is completed at the south leaf but continues at the north leaf. The south leaf is open to vessel traffic. The north leaf is closed, and marked with red lights. Horizontal clearance at the waterline with one leaf in service is 100 feet. Vertical clearance past the inoperable leaf is 21 ft. above Mean High Water and 24 ft. above Mean Lower Low Water
Chart: 18662

CORRECTIONS TO LIGHT LIST, VOLUME VI: PACIFIC COAST AND PACIFIC ISLANDS 1996:

(*Denotes the column in which a correction has been made or new information added.)

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
No.	Name and location	Position	Characteristic	Height	Range	Structure	Remarks
CALIFORNIA - Eleventh District							

None.

IX. ADDITIONAL ENCLOSURES

Enclosure (1) Safety Zone: Los Angeles Harbor-San Pedro Bay, CA
Enclosure (2) Loran-C Study Comments
Enclosure (3) Safety Zone: Los Angeles Harbor San Pedro Bay, CA. Chartlet

M. L. VAN HOUTEN
Acting Chief, Aids to Navigation and
Waterways Management Branch
Eleventh Coast Guard District

Enclosure (1)- Safety Zone: Los Angeles Harbor-San Pedro Bay, CA

The Coast Guard is revising 33 CFR Part 165.1110 to modify the locations of the two safety zones referred to therein, and to create an additional moving safety zone surrounding the Dredge FLORIDA while it is in any navigable waters within 3 nautical miles of the base line from which the United States' territorial sea is measured. The reason for the revision is that the dredging and landfill activities associated with Stage II of the Pier 400 project have been expanded and the existing safety zones no longer provide an appropriate level of safety. As a result, the Coast Guard is revising the existing safety zone boundaries to better conform with the anticipated location of dredging and landfill activities. The Coast Guard is also adding a third safety zone encompassing all navigable waters within 50 yards on all sides of the Dredge FLORIDA while it is engaged in dredging operations relating to the Pier 400 project, provided the FLORIDA is located within 3 nautical miles of the baseline from which the United States' territorial sea is measured when it is engaged in such dredging activities. The new safety zones will replace the existing safety zones and will remain in effect for the anticipated duration of the Pier 400 project. This regulation is needed to restrict vessel traffic in the regulated area so as to prevent collisions, grounding or other navigational mishaps. Entry into, transit through, or anchoring within any of the safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

DATES: This regulation will be in effect from 6:00 A.M. PDT on July 22, 1997 until 11:59 P.M. PST on December 31, 1999, unless canceled earlier by the Captain of the Port. Comments on this regulation should be received on or before October 5, 1997.

ADDRESSES: Comments should be mailed to Commanding Officer, Coast Guard Marine Safety Office, 165 N. Pico Avenue, Long Beach, CA 90802. Comments received will be available for inspection and copying within the Port Safety Division at Marine Safety Office Los Angeles-Long Beach. Normal office hours are 8 a.m. to 4 p.m., PDT, Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Keith Whiteman, Chief, Port Safety and Security Division, Marine Safety Office Los Angeles-Long Beach, 165 N. Pico Ave., Long Beach, CA 90802; (562) 980-4454.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and it is being made effective in less than 30 days after Federal Register publication. Following normal rulemaking procedures could not be done in a timely fashion in that the sequence of construction activities, location of work, selection of a contractor, and the issuance of a notice to proceed for Stage II of the Pier 400 project were not finalized until a date fewer than 30 days prior to the anticipated start of work. Although this regulation is published as an interim rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure the regulation is both reasonable and workable. Accordingly, persons wishing to comment may do so by submitting written comments to the office listed under "ADDRESSES" in this preamble. Those providing comments should identify the docket number (COTP Los Angeles-Long Beach, CA; 97-007) for the regulation and also include their name, address, and reason(s) for each comment presented. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. Based upon the comments received, the scope of the regulation may be changed. The Coast Guard plans no public meetings. Persons may request a public meeting by writing to Marine Safety Office Los Angeles-Long Beach at the address listed under "ADDRESSES" in this preamble. Drafting Information. The drafters of this regulation are Lieutenant Keith Whiteman, Project Officer, Marine Safety Office/Group Los Angeles-Long Beach, CA and Lieutenant Junior Grade Derek A. D'Orazio, Project Attorney, Maintenance & Logistics Command Pacific.

Enclosure (1) cont'd

DISCUSSION OF REGULATION. The construction of Stage II of the Pier 400 project officially began on July 15, 1997. These revised safety zones are necessary for safeguarding recreational and commercial vessels from the dangers of the dredging and landfill activities in the project area and to prevent

interference with vessels engaged in these operations. All persons and vessels are prohibited from entering into, transiting through or anchoring within the safety zone unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

REGULATORY ASSESSMENT. This interim rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary. Only minor delays to mariners are foreseen as vessel traffic can be directed around the area of the safety zones.

COLLECTION OF INFORMATION. This regulation contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.).

Federalism. The Coast Guard has analyzed this regulation under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

ENVIRONMENTAL ASSESSMENT. The Coast Guard considered the environmental impact of this regulation and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. This regulation is expected to have no significant effect on the environment.

LIST OF SUBJECTS IN 33 CFR PART 165:

Harbors, Marine safety, Navigation (water), Reporting and record keeping requirements, Security measures, Waterways.

REGULATION:

In consideration of the foregoing, Subpart F of Part 165 of Title 33, Code of Federal Regulations, is amended as follows:

1. The authority citation for Part 165 continues to read as follows:

AUTHORITY: 33 U.S.C. 1231; 50 U.S.C. 191; and 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. Section 165.1110 is revised to read as follows:

165.1110 Safety Zone: Los Angeles Harbor - San Pedro Bay, CA

(a) Location. All waters within the following areas are established as safety zones:

(1) Pier 400: All waters in the vicinity of Pier 400 as defined by the lines connecting the following coordinates.

Latitude	Longitude
33-44'-29.06"N	118-14'-17.25"W
33-43'-48.06"N	118-13'-59.25"W
33-43'-03.50"N	118-14'-11.72"W
33-42'-46.17"N	118-15'-04.78"W
33-43'-00.00"N	118-15'-29.90"W
33-43'-21.94"N	118-15'-41.51"W
33-43'-45.04"N	118-15'-30.81"W
33-43'-58.55"N	118-14'-44.38"W
33-44'-03.70"N	118-14'-26.65"W

and thence to the point of origin.

(2) Shallow Water Habitat Extension: All waters in the vicinity of the Shallow Water Habitat Extension as defined by the lines connecting the following coordinates.

Latitude	Longitude
33-42'-32.10"N	118-15'-00.00"W
33-42'-49.84"N	118-15'-41.51"W
33-42'-47.06"N	118-15'-58.26"W
33-42'-24.99"N	118-15'-23.59"W

and thence to the point of origin.

(3) Dredge *FLORIDA*: All waters within a moving safety zone encompassing the waters within 50 yards on all sides of the Dredge *FLORIDA*, whenever the *FLORIDA* is within three nautical miles of the base line from which the United States territorial sea is measured.

(b) Effective Date. This regulation will be in effect from 6:00 A.M. PDT on July 22, 1997 until 11:59 P.M. PST on December 31, 1999, unless canceled earlier by the Captain of the Port.

(c) Regulations. In accordance with the general regulations in Section 165.23 of this Part, entry into, transit through, or anchoring within any of these safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

The first phase of construction will be on the west side of the Main Channel in the vicinity of the Permanent Shallow Water Habitat. This construction has begun and should last 3 months. Three temporary private aids to navigation will mark the eastern edge of this area. The aids will be 40 ft long, 9 ft wide and 10 ft high and will be marked with a FI W 2.5s light with a nominal range of 3NM, and an informational sign with "DANGER Submerged Rocks." Two of these aids (stationary) will be set and remain in position for the duration of this phase. The third aid (temporary) will be placed in the vicinity of the current work area. The aids will be located in the following approximate positions:

33-42-35.67"N	118-15-10.07"W	(Temporary position)
33-42-39.64"N	118-15-23.85"W	(Stationary)
33-42-48.50"N	118-15-48.30"W	(Stationary)

Numerous derrick barges and work boats will be transiting or on-site. All vessels will be monitoring Channels 13, and 79A VHF-FM and 14 VHF-FM when operating within VTIS Area of Responsibility. The vessels on-site will be:

Derrick Barge Los Angeles	(call sign Derrick Barge Los Angeles)
Derrick Barge SS-12	(call sign Derrick Barge SS-12)
Derrick Barge Long Beach	(call sign WBP 4749)
Michael P	(call sign Michael P)
Durango	(call sign WCC 4798)
Dicona	(call sign Dicona)

Several boats will also be used to transport fill barges between the Port of Los Angeles and Pebbly Beach Quarry, Santa Catalina Island. These vessels will monitor Channels 16, and 79A VHF-FM and 14 VHF-FM when operating within the VTIS Area of Responsibility. These vessels are scheduled to depart the construction sites between 1000T and 1400T daily, and should return between 0200T and 0600T the next morning. Manson Construction, Foss and Sause Brothers tow boats will periodically be on-site. The tow boats that will be on-site regularly through out the entire project are:

Larcona (call sign Larcona)
Patcona II (call sign Patcona II)

The following Pier 400 work platforms (previously published in LNM 36/95) have been removed:

<i>Platform No. 1</i> 90' long, 15' high, 3-30" piles	2 Lights Fl W 2.5s	33°43'21.971"N 118°15'35.627"W
<i>Platform No. 2</i> 150' long, 15' high, 5-30" piles	2 Lights Fl W 2.5s	33°42'59.947"N 118°15'29.917"W
<i>Platform No. 3</i> 90' long, 15' high, 3-30" piles	1 White, 1 Red on Channel side; both Quick Flash	33°42'56.630"N 118°15'26.368"W
<i>Platform No. 4</i> 125' long, 15' high, 4-30" piles	2 Lights Fl W 2.5s	33°42'52.655"N 118°14'58.494"W
<i>Platform No. 5</i> 180' long, 15' high, 6-30" piles	2 Lights Fl W 2.5s	33°42'54.285"N 118°14'41.067"W

<i>Platform No. 6</i> 125' long, 15' high, 4-30" piles	2 Lights Fl W 2.5s	33°42'58.193"N 118°14'341.157W
<i>Platform No. 7</i> 60' long, 15' high, 2-36" piles	2 Lights Fl W 2.5s	33°43'42.946"N 118°14'14.424"W
<i>Platform No. 8</i> 75' long, 15' high, 2-36" piles	2 Lights Fl W 2.5s	33°43'39.750"N 118°14'13.054"W
<i>Platform No. 9</i> 60' long, 12' high, 2-22" piles	2 Lights Fl W 2.5s	33°43'37.910"N 118°14'13.837"W
<i>Platform No. 10</i> 60' long, 12' high, 2-22" piles	2 Lights Fl W 2.5s	33°43'36.934"N 118°14'17.201"W
<i>Platform No. 12</i> 60' long, 12' high, 2-22" piles	2 Lights Fl W 2.5s	33°43'18.866"N 118°15'37.003"W

(Return address or business card)

Date: _____

Phone: _____

FAX: _____

To: Loran-C Study Comments
c/o Joseph R. Davis
Booz·Allen & Hamilton, Inc.
8251 Greensboro Drive
McLean, VA 22102

The following information is provided for use in the Department of Transportation study of the proposed decommissioning of the Loran-C system:

Boat(s) Type(s) _____

Length _____

Documentation _____

Type of use/Number of Passengers _____

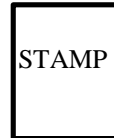
License _____ Number of years under license _____

Area(s) of operation _____ Typical distance offshore _____

Electronic equipment installed/used _____

Comments regarding use and proposed termination of Loran-C (safety, accuracy, cost, etc.):

(Signature) _____



Loran-C Study Comments
c/o Joseph R. Davis
Booz Allen & Hamilton, Inc.
8251 Greensboro Drive
McLean, VA 22102

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Staple or Tape

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